D 301. [illegible]

UNIV. OF FLA. LIB * DOCUMENTS DEPT.
MAY 13 1986
*U.S. DEPOSITORY *

Combat Crew

Strategic Air Command

MAY 1986

★ ★ ★ ★

A Vital Dimension of Deterrence

GENERAL LARRY D. WELCH
Commander in Chief
Strategic Air Command

In recent months, much attention has rightfully been directed to the fortieth anniversary of Strategic Air Command. That event naturally renewed interest in the Command's early days — the origins of SAC, the initial command structure and the building of a credible deterrent out of a force of B-29 bombers. A little known fact about those early days is that less than one month after the Command was created, the Army Air Force awarded a contract to begin research and development on an intercontinental ballistic missile. That contract led, in 1959, to the deployment of America's first ICBM, the Atlas missile — a development which would forever add a new dimension to deterrence.

In the more than two and a half decades since, the deterrent role of SAC's ICBM force has grown steadily in importance. To a large degree that's due to technological advances that have provided increasingly capable weapons systems: the Titan, Minuteman and, in just a few months, the Peacekeeper. These forces successfully underwrite deterrence with the capability to respond — within minutes — to ensure that no aggressor could hope to gain their objectives by initiating a nuclear attack.

The real power behind the deterrent capabilities of SAC's ICBMs is the skill and dedication of the men and women who operate, maintain and support those deterrent weapons. A fundamental reality of our business is that, while capable strategic weapons are essential to deterrence, it is the bright, talented people of this Command who make our forces what they are: a highly credible deterrent with highly credible people in control.

OLYMPIC ARENA was designed to demonstrate and perpetuate just that. By fostering intense but constructive competition between SAC's finest missile crews, we demonstrate our professionalism and find new and better ways to do the job. As a result, we improve combat readiness, a constant priority objective in this Command. This visible demonstration of competence and will does not go unnoticed by potential adversaries.

To those who are about to enter the arena of competition, **I wish you the best.** Whatever the outcome for any individual crew — and that is also important — the real winner will be the nation we are sworn to defend. The real payoff will be increased deterrent power from an even better ICBM force. ★★★★

An Atlas missile climbs through a January sky off Florida's east coast. This successful 1958 launch helped to lay the groundwork for Atlas' later deployment as America's first ICBM.

Combat Crew

SACRP 127-1 VOL. XXXVI NO. 5 MAY 1986

COMBAT CREW is an internal publication of the Strategic Air Command with the primary purpose of promoting safety. The contents of this magazine are informative and not to be considered as directive in nature. Facts, testimony and conclusions of all mishaps printed herein may not be construed as incrimination under Article 31 of the Uniform Code of Military Justice. All names, dates and places used in conjunction with mishap stories are fictitious. Written permission must be obtained from Headquarters, Strategic Air Command before any material may be reprinted by other than U.S. Air Force organizations. Use of funds for printing this publication has been approved by Hq. USAF, Distribution FX, controlled by IGFF SAC units submit distribution requests through local PDO. Reader to copy ratio 10:1. For sale by the Superintendent of Documents. U.S. Government Printing Office, Washington, D.C. 20402.

Contributions are encouraged as well as comments and criticism. Direct correspondence with the Editor is authorized. Address correspondence to Editor, Combat Crew, HQ SAC/IGFE Offutt AFB, NE 68113-5001 AV 271-2620/6221.

ON OUR COVER

A Titan II missile climbs into the sky shortly after launch at Vandenberg AFB. Titan II missile crews will make their final appearance at Olympic Arena.

GEN LARRY D. WELCH
COMMANDER IN CHIEF, SAC

BRIG GEN GEORGE LEE BUTLER
INSPECTOR GENERAL

COL CHARLES J. WINGERT
DIRECTOR OF SAFETY

EDITOR
MAJ BOB NEIDRICK

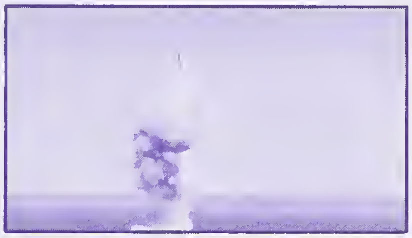
ASSOCIATE EDITOR
KEN MAASSEN

ART EDITOR
W. A. KIRKPATRICK

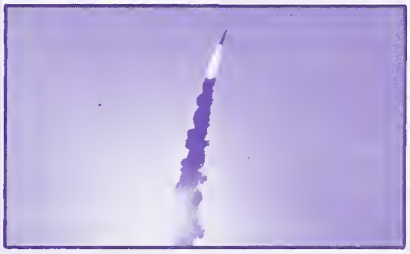
EDITORIAL ASSISTANT
M. J. ABBOUD

FEATURES

Olympic Arena 1986 5
Wings in Competition 8



Cutting Edge 20



A Salute to Our Missileers 24

DEPARTMENTS

Professional Performers 22
SAC Safety Screen 27

Next Month . . .
B-1B Aircrew Selection
New Criteria . . . New Philosophy

Welcome Competitors!

The Strategic Air Command stands ready as guardian of our national security. For 27 of SAC's 40 years, the quiet heroes — the men and women of our ICBM force — have been continuously alert and prepared to carry out the orders of our National Command Authorities (NCA). The ICBM force is uniquely responsive to the NCA and maintains an impressively high alert rate. These qualities are only potential, inherent to the weapon system design; and it takes the dedicated, professional men and women who operate, maintain and support our missiles to convert this potential into reality. The best of these professionals will soon gather at Vandenberg to demonstrate their proficiency and refined techniques as they compete for the Blanchard Trophy — recognition of the best of the best.

The finest ICBM operations, maintenance, security police, information systems, and civil engineering teams will compete for team and wing honors. Although the awards are presented at Vandenberg to a few selected as competitors they represent the total wing effort. The competitors reflect the pride and commitment to excellence of the entire wing and each member shares in the honor of winning.

The intense preparation, concentrated training and vigorous trials to select and field your competition teams not only garners a trophy for the winner but improves our force readiness, responsiveness and effectiveness. Your skills are sharply honed and more effective operations, maintenance, and security procedures are evaluated and shared for command-wide improvement. All this contributes directly to our mission of strategic deterrence through a credible warfighting capability.

Forty years of strategic deterrence is only the beginning as we take great strides forward to enhance our ICBM force and add to its distinguished 27-year history. This is the last year for Titan II competition and none have demonstrated the spirited ICBM tradition better, setting the highest standards of excellence as a model for our future Peacekeeper and Guardsmen missileers. It's a great challenge and the pride and capability shown at the missile combat competition demonstrates to the world that you are up to meeting it. **Press on with vigor! ★★**

Maj Gen H. T. Johnson
HQ SAC, DCS/Operations

OLYMPIC ARENA '86

Maj Ron Larivee
HQ SAC/DOMM

Ready — Reliable — Responsive. This has been the hallmark of Strategic Air Command during the past four decades. This year, as we observe our fortieth anniversary, these qualities command unprecedented respect and credibility. Central to the awesome power which underwrites that stature is the ICBM force, poised for instant retaliation should our nation so require.

Ready because of the continual upgrade, modification, and modernization of our equipment and hardware; improvements that have yielded revolutionary advancements in power, range and accuracy.

Reliable because of programs designed to intensively test weapon system reliability and maintainability. Programs which ensure each sortie placed on strategic alert will fulfill its assigned SIOP mission with virtually 100 percent assurance.

Responsive because of the commitment of the men and women who stand as sentinels — the protectors of our national security; trained as professionals and committed to being the finest ICBM alert force in the world.

These three vital elements of readiness, reliability and responsiveness will once again be put in the spotlight in the annual SAC Missile Combat Competition, nicknamed OLYMPIC ARENA '86. Inaugurated in 1967, OLYMPIC ARENA is one of SAC's finest and oldest ICBM traditions. The first episode, called "Curtain Raiser," brought together nine strategic missile wings at Vandenberg AFB, California. Here, for one week of spirited competition, the finest operations and maintenance teams in the world met to determine the best strategic missile wing in SAC. The competition expanded between 1969-1977 from 75 operations and maintenance competitors to over 393 participants involving all elements of the missile community. In 1978, the number of participants was reduced, and in 1979 a split competition was held, with the Titan II missile maintenance exercises conducted at McConnell AFB. 1983 was the last year that the now deactivated 390 SMW, Davis-Monthan AFB, competed. Although many changes have occurred in team structure and composition during the competition's 19-year history, the underlying theme and goals of OLYMPIC ARENA have remained unchanged: to refine present procedures and techniques; to promote the exchange of professional information; to increase recognition of outstanding SAC missile personnel and wings; and to enhance **esprit de corps.**

OLYMPIC ARENA '86 carries forward this fine tradition, while at the same time ushering in a year of transition and change. Since the competition's inception, two ICBM weapon systems — Minuteman and Titan — have met head-to-head in a rivalry often being separated in the final score count by only one or two percentage points. Two different weapon systems competing for the top honors have always added an extra dimension of excitement to the already spirited competition. The 1986 event promises to be one of the most intense to date, as it marks the final year of Titan II participation.

The top finishers last year were Little Rock AFB and McConnell AFB, both Titan II units which finished number one and two, respectively. This year holds a special significance for these units. If Little Rock were to repeat last year's performance, they would become the first consecutive year winner in the history of the competition. On the other hand, if McConnell were to capture the Blanchard, they would retire as the only five-time winner. Eager to thwart their efforts are the six Minuteman wings: Ellsworth AFB, F. E. Warren AFB, Grand Forks AFB, Malmstrom AFB, Minot AFB, and Whiteman AFB.

The 1986 Missile Combat Competition comprises five categories: Operations, Maintenance, Information Systems, Security Police and Civil Engineering. Exercises will take place over a three-day period with 3,000 points at stake. The unit earning the highest total will receive the coveted Blanchard Trophy, named in honor of General William H. Blanchard, the late Vice Chief of Staff of the Air Force, and signifying the best missile wing in SAC.

In the missile crew operations exercises, two launch crews from each wing will participate in two missile procedures trainer exercises, each two hours long. These exercises contain alert, emergency hazards, malfunctions and execution events designed to test each crew's overall knowledge and decision making capability. Missile crews are required to take appropriate actions in response to each of the situations. Although speed is important, the correct response is where the points are made. The total possible crew score for each exercise is 300 points. The possible combined score of the two combat crews is 1,200 points. The operations crew posting the best score in each weapon system will receive the "Best Minuteman Crew" and "Best Titan Crew" awards respectively while the missile crew attaining the highest total score for the two exercises in either system will be designated the best missile combat crew in Strategic Air Command and awarded the "Best Missile Crew" trophy.

Each missile wing will be represented by a composite maintenance team, competing in four separate events: Missile Handling Team exercise (Minuteman), Missile Maintenance Team exercise (Titan), Munition Team exercise, Facilities Team exercise, and Pneudraulics Team exercise. Minuteman and Titan maintenance teams do

SAC MISSILE COMBAT COMPETITION
STRATEGIC AIR COMMAND
1986

OLYMPIC ARENA 1986 . . .

not necessarily perform identical tasks because of the dissimilarity between the systems. The tasks scheduled will however produce an identical degree of difficulty, with similar technical knowledge and skills required. The total possible wing composite maintenance score is 1,200 points. These points will be equally divided among the four maintenance team exercises with 300 points possible for each. Trophies will be awarded to the individual team posting the best score in each weapon system maintenance exercise. The "Best Missile Maintenance" trophy will be awarded to the composite maintenance team achieving the highest combined score.

This year's security competition has been designed to replicate as nearly as possible those skills, decisions and conditions in which SAC expects its missile security forces to fight. The Security Police Team will be represented by a Missile Field Fire Team and an Alarm Response Team. Each wing's security police team will participate in three events: Tactics exercise, Combat Rifle Course and Confidence Course. The Tactics exercise will involve a scenario representing a realistic situation which could be encountered by missile field security forces. It will test the practical application of knowledge, team leadership and tactical performance by the two response elements to react to events and interact with each other to neutralize a threat. The Combat Rifle Course will realistically evaluate the team's capabilities to engage targets in a combat situation by using a pop-up targeting system. It also tests each shooter's physical stamina, shooting skills, and ability to identify target location. The Confidence Course evaluates the physical abilities of team members to negotiate obstacles safely in the least amount of time. Each security police team has the possibility of attaining 200 total points. Awards are presented to the "Best Missile Security Police Team" that scores the highest total points in either weapon system. The "Best Minuteman/Titan SP Team" trophies are presented to the security police team attaining the highest total score in each weapon system. Individual team awards are presented to the SP team posting the best score in each exercise.

A two-person Information Systems Maintenance Team will perform task functions in an in-shop environment. Malfunctions which are typical of those found during routine maintenance will be included in the exercise, with a total of 200 points allowed. Awards will be presented to teams attaining the highest score in each weapon system.

Wrapping up the events is the Civil Engineering exercise, which is also designed to be representative of normal tasks performed by civil engineering technicians. Titan and Minuteman CE teams do not necessarily perform identical tasks because of the dissimilarity between the two systems.

However, the competitors can expect malfunctions which are typical of those that might be found during routine maintenance. Two hundred possible points are allotted to the civil engineering exercise. The team scoring the highest total points in each weapon system will be awarded trophies.

OLYMPIC ARENA '86, like the 18 missile competitions which have preceded it, will showcase the finest missileers in Strategic Air Command. Though only a select few will take home "the silver" and only one wing will earn the Blanchard, every competitor shares the excitement of competing against the best ICBM personnel in the world. And, as always, transcending the competition, the shining trophies and awards, "OLYMPIC ARENA is," in the words of General Russell E. Dougherty, former Commander in Chief, Strategic Air Command, "more than just a competition — it is a highly productive proving ground for new ideas and better techniques to improve the efficiency and effectiveness of SAC's missile force . . ." Herein lies the greatest purpose of OLYMPIC ARENA: *preparing today to meet the challenges of tomorrow.*

WANTED

FOR TAKING THE

BLANCHARD TROPHY

IN A

SHOWDOWN

AT

VANDENBERG

1967	351 SMW, Whiteman AFB
1969	321 SMW, Grand Forks AFB
1970	44 SMW, Ellsworth AFB
1971	351 SMW, Whiteman AFB
1972	381 SMW, McConnell AFB
1973	90 SMW, F E Warren AFB
1974	321 SMW, Grand Forks AFB
1975	381 SMW, McConnell AFB
1976	341 SMW, Malmstrom AFB
1977	351 SMW, Whiteman AFB
1978	91 SMW, Minot AFB
1979	390 SMW, Davis-Monthan AFB
1980	381 SMW, McConnell AFB
1981	351 SMW, Whiteman AFB
1982	44 SMW, Ellsworth AFB
1983	381 SMW, McConnell AFB
1984	90 SMW, F E Warren AFB
1985	308 SMW, Little Rock AFB
1986	??????????

308 SMW

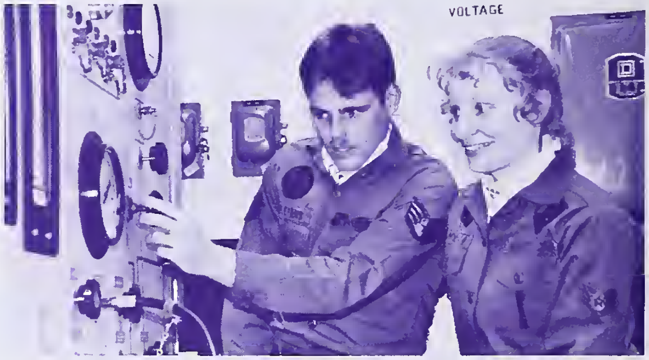
Little Rock

"Razorbacks"

308 SMW Operations Crew S-222: (L-R) 1Lt Mark Landers, MCCC; 1Lt Ron Jenkins, DMCCC; MSgt Dave Richardson, MSAT; and MSgt Carmen Malone. Sgt Malone was a member of 1985's "Best Crew in SAC."

308 SMW Operations Crew S-223: (L-R) Capt Eileen Harris, MCCC; 1Lt Mike Peel, DMCCC; TSgt Phil Hays, MSAT; and SSgt Bob Gershom, MFT. Sgt Gershom was a member of 1985's best overall SAC operations team.

308 SMW Facilities Team: (L-R) Sgt Leighton A. Burdette, team chief, and A1C Michael P. Fannin.



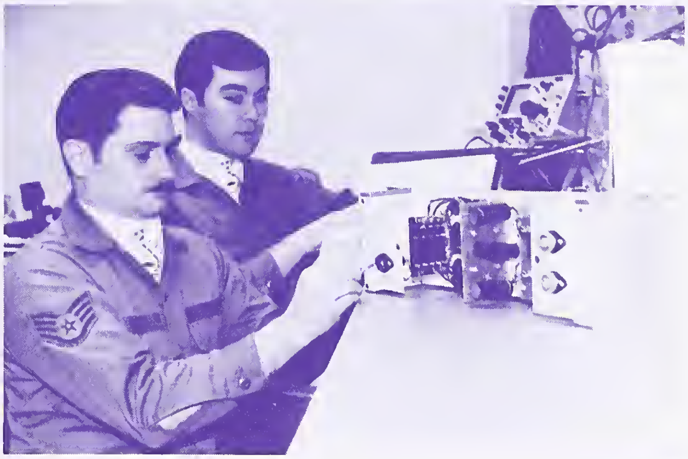
308 SMW Pneudraulics Team: (L-R) SSgt Ronald E. Williams and SSgt Marsha Arrieta. Sgt Williams was a competitor on last year's team which won Best Titan Pneudraulics.

308 SMW Munitions Team: (L-R) SSgt Robert S. Harris, team chief; Sgt Curtis E. Anderson and SSgt James D. Hulsey.

341 TAW Civil Engineering Team: MSgt Jonnie Fields and Mr Roger Forinash, team chief. Along with their trainer, the CE team has first-hand experience for every competition since 1977.

308 SMW Security Police Team: (faces from bottom left going counterclockwise) SSgt Timothy D. Isenberg, fire team leader; SSgt Jimmy L. Queen, armed response team leader; A1C Scott Malcolm, A1C Richard S. Merritt, A1C Michael L. Wright, and SrA Charles D. Bradley. Amn Wright and Sgt Queen were 1985 competitors.

308 SMW Missile Maintenance Team: (L-R) SSgt Robert G. Bortz, Jr., team chief; Sgt Ross V. Blair, SrA Claude E. Clemons and SrA Charles P. Ainsco.



2151 ISS Information Systems Team (L-R): SSgt Rondal S. Bray and SSgt Thomas P. Mueller, team leader.

---

381 SMW

McConnell

"Mean Green Machine"

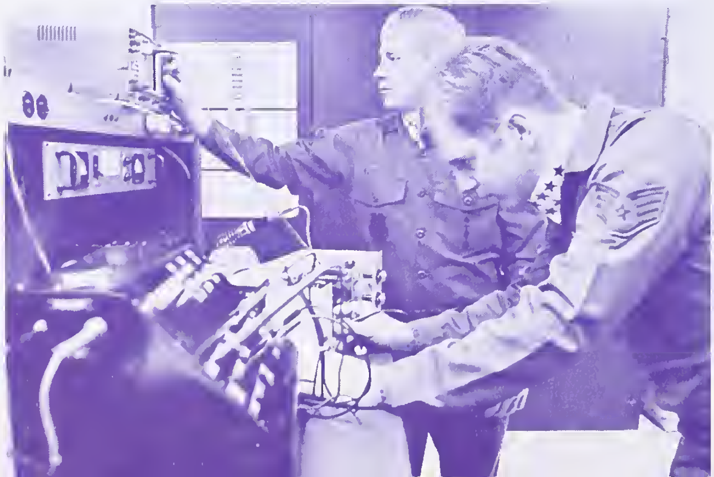
381 SMW Operations Crew S-199: (L-R) Capt Richard W. Davis, MCCC; 1Lt Ronald J. Williams, DMCCC; SSgt Joseph D. Bishop, MFT; and MSgt John D. Ferguson, MSAT.

381 SMW Operations Crew S-099: (L-R) Capt Sheila L. Schrock, MCCC; 1Lt Joe L. Hogler, DMCCC; TSgt Albert Abbondanza, MFT; and SSgt Michael R. Riemer, MSAT.

381 SMW Pneudraulics Team: (standing) TSgt Earl W. Cyrus, team chief, and SSgt James C. Jensen.

381 SMW Security Police Team: (L-R) SSgt David S. Sams, team chief; Sgt Adam L. Marks, A1C Rodney L. Potter, A1C Rickie J. Malott, A1C Barry L. Belt and SrA Abdon Macias, team members.

2155 ISS Information Systems Team: (foreground) SSgt Anthony H. Robitzsch, team chief, and SSgt Steven E. Knowles.



Civil Engineering Team: (L-R) SSgt Dwight D. Young, team member and Mr Harold R. (Ray) Brill, team chief. Mr Brill will be making his fourth competition appearance and has previously won the Best Titan CE award.

381 SMW Munitions Team: (L-R) Sgt Darnell Newby, team member, SSgt Tamera S. Minnick, team chief and SSgt Paul A. Bugenske, team member.

381 SMW Missile Maintenance Team: (L-R) Team members SSgt Steven B. Cochie, SSgt Thomas M. Ashton, SrA Kenneth W. Burgess and team chief SSgt Carl Bracher.

381 SMW Facilities Team: (L-R) SSgt Rex A. McDowell, team chief, and SSgt Winston M. Sanders.

341 SMW

Malmstrom

"Aces in the Hole"

341 SMW Security Police Fire Team members: A1C Jeffrey D. Robichaud, A1C Mark C. Gustafson, SSgt Arthur Hernandez, team leader; ART leader SrA Donald A. Dvorak.

2153 ISS Information Systems Team: A1C Robert D. Riffle and SSgt Teresa Card, team chief.

341 SMW Missile Handling Team: SSgt Scott A. Osborne, Sgt David C. Simonsen, SrA Michael A. Hurd and A1C Brian Perry.

341 SMW Pneudraulics Team: SSgt Jack E. Kelley and A1C Garold Bohannon.

341 SMW Facility Maintenance Team: Sgt Daniel P. Koveleskie and A1C Michael E. Kiser.

341 SMW Munitions Team: Sgt Paul E. Christensen, Sgt Rick S. Rosson and A1C Bradley P. Picchi.

341 SMW CDB Operations Team: 1Lt Robert A. Beardslee, DMCCC and Capt Roy H. Nelson, MCCC.

341 SMW ILCS Operations Team: 1Lt Craigen B. Anderson, DMCCC and Capt James R. Wilson, MCCC.

341 Civil Engineering Team: SSgt Clara Santopietro, team chief, and A1C Jeff Hanson.

---

44 SMW

Ellsworth

"Black Hills Bandits"

44 SMW Civil Engineering Team: (L-R) Sgt Marilyn A. Cunningham and Michael L. Whiting.

44 SMW Operations Team Crew S-075: DMCCC 1Lt Wayne R. Chambers and MCCC 1Lt Walter I. Diaz.

44 SMW Operations Team Crew S-015: MCCC Capt Larry D. Alexander and DMCCC 1Lt Gary M. Pelletier.

44 SMW Pneudraulics Team (L-R): SSgt Wayne R. Wick and SrA Robert J. White.

44 SMW Missile Handling Team: (L-R) SSgt Roger W. Jarvis, Sgt Douglas R. Maki, Sgt Jeffrey L. Baum and Sgt Jeffrey R. Noel.

44 SMW Facilities Maintenance Team: (L-R) TSgt Harold Blalock, Jr. and SSgt Christopher T. Carney.

44 SMW Munitions Maintenance Team: (L-R) Sgt Burnon D. Jarriel, Sgt Eric D. Snellen and Sgt Jeffrey L. Barnes.

2148 ISS Information Systems Team: (L-R) SSgt Craig B. Douglas and Sgt Michael A. Manel.

44 SMW Security Police Team: (L-R) Top: Sgt David A. Corbin, SrA Joseph S. Palmer, SrA Jeffrey M. Berg; bottom: Sgt Richard F. Bular, A1C Jeffrey W. Dwyer and Sgt Gordon E. White.

90 SMW

F. E. Warren

"Mighty Ninety"

90 SMW Operations Team 1: (L-R) Capt Eddie Reyes, DMCCC and Capt Frank Gallegos, MCCC. In 1983, Capt Gallegos earned the 15AF Crew of the Year Award.

90 SMW Operations Team 2: (L-R) 1Lt John Husovsky, MCCC and 2Lt Frank Smith, DMCCC.

90 SMW Security Police Team: (L-R, back row) Sgt Charles Hampton, Jr., A1C Randy McCormick, Amn Ed Dickens, and SSgt Butch Sides; (L-R, front row) A1C Steve Slayton and SrA Cecil Delrosario.

90 SMW Civil Engineering Team: (L-R) Sgt Pat Pinnel and SSgt Len Davis.

2149 ISS Information Systems Team: (L-R) A1C Brian Jondle and A1C Paul Andersen.

90 SMW Missile Handling Team: (L-R) Sgt Charles Kellet, SrA Jeffrey Sturtz, Sgt David Norman and Team Chief James Kilpatrick.

90 SMW Pneudraulics Team: (L-R) SrA Lorenzo Salgado and Team Chief SrA Greg Roach.

90 SMW Field Maintenance Team: (L-R) Team Chief SrA James Grovo and SrA Derek Cockerham.

90 SMW Munitions Team: (L-R) Sgt Brian Avezzano, A1C Rodney Bagarino and Team Chief SSgt Ronald Minor.

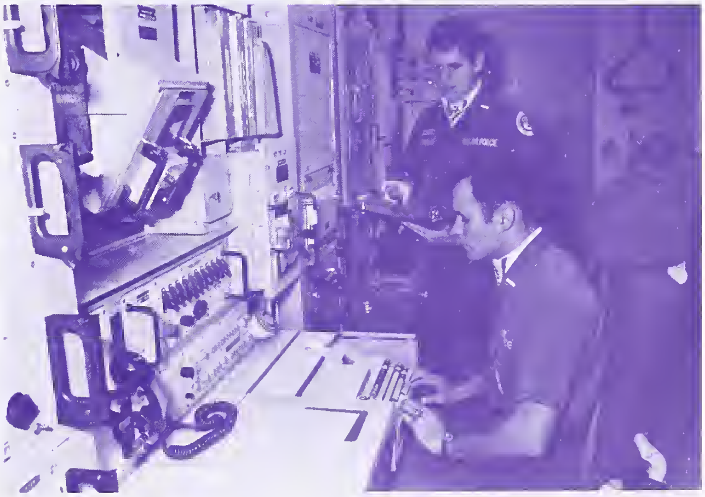
351ST STRATEGIC MISSILE WING

351 SMW

Whiteman

"3-5-1 YEAR OF THE STUMP"

351 SMW Operations Crew S-009: 1Lt Bruce E. Kostal, MCCC, seated, and 1Lt Steven J. Negron, DMCCC.



351 SMW Operations Crew S-099: 1Lt Hugh M. Menking, Jr., MCCC, standing, and 1Lt Russell G. Stewart III.

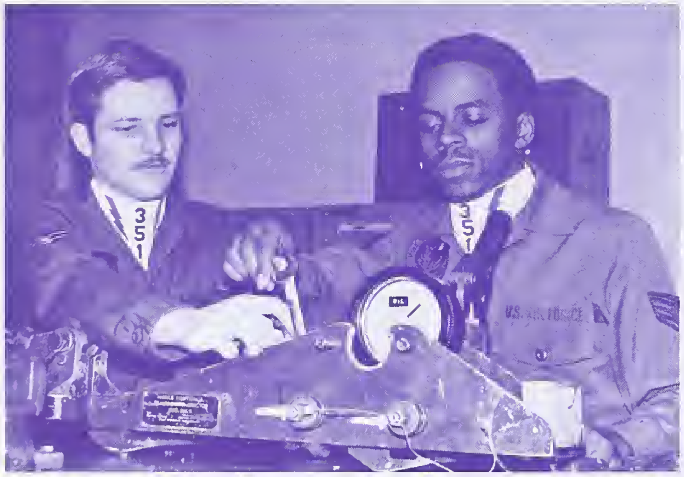
351 SMW Security Police Fire Team: (L-R) A1C William J. Connor, A1C Paul E. Schemmer, SSgt Andrew A. Ridenhower, team leader, and SrA Randy L. Flores.

351 SMW Missile Handling Team: (clockwise from left) Sgt Tony L. Horne, A1C Michael C. Dawson, SSgt Earl W. Humphrey, team chief, and SSgt Shawn D. Churchwell.

351 SMW Security Police Alarm Response Team: (L-R) A1C Herbert B. Duggan II and SrA John W. Western, team leader.

2154 ISS Information Systems Team: (L-R) SSgt Lawrence H. Copeland, Jr., team chief, and A1C John A. Sissell.

351 SMW Pneudraulics Team: (L-R) Sgt Robert A. Dunkerson and SSgt James P. Hunt, team chief.



351 SMW Facilities Maintenance Team: (L-R) Sgt Charles E. Lee, team chief, and SrA Robert L. Webb.

351 SMW Civil Engineering Team: (L-R) Sgt Donald A. Vickers and SSgt Robert J. Crowley, team chief.

351st Strategic Missile Wing Munitions Team: (L-R) SSgt Jeffrey W. Finger, team chief, SrA William R. Martin and A1C Michael L. Merritt.

91ST STRAT. MISSILE WING

POISED FOR PEACE

91 SMW

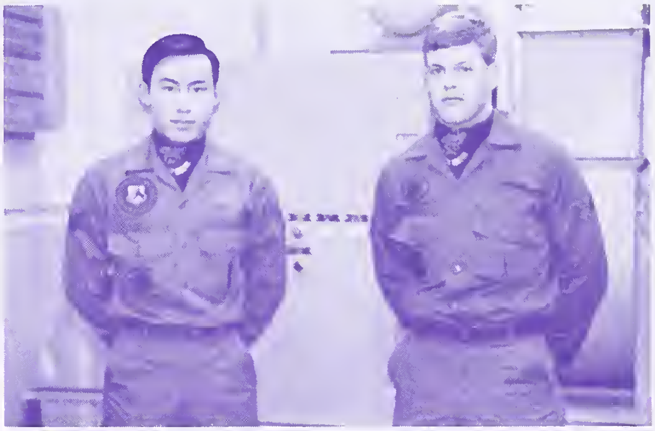
Minot

"Roughriders"

91 SMW Operations Crew: 1Lt David W. Dale (standing) and 2Lt John B. Shuman.

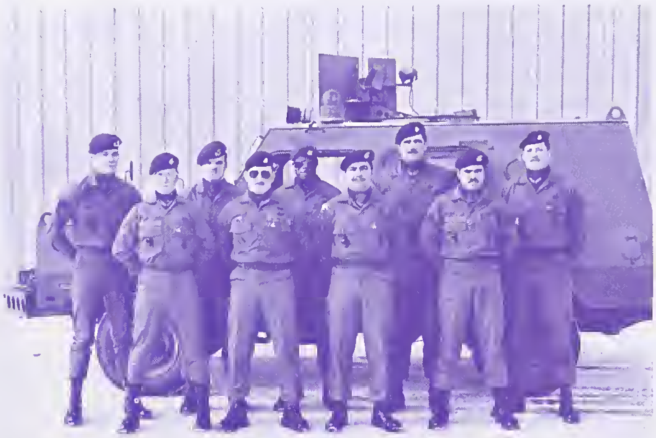
91 SMW Operations Crew: 1Lt Richard M. Bailey (standing) and 2Lt Michael P. Morgan.

91 SMW Pneudraulics Team: (L-R) SSgt Joe T. Green and SSgt Mark A. Tomlinson.


91 SMW Facility Maintenance Team: (L-R) Sgt Todd Ng and A1C Leonard R. Wrona.

2150 ISS Information Systems Team: (L-R) A1C Brian P. Walker and A1C Angela K. Prather.

91 SMW Security Police Team: (L-R) SrA Charles E. Sowers, A1C Wesley Smith, SrA James B. Erwin, SSgt Steven J. Holtz, SSgt Michael J. Ashley, SSgt Jose Ortiz, SSgt Richard P. Bolten, Sgt Patrick A. Baros, and SSgt Kevin J. Cummings.



91 SMW Missile Handling Team: (L-R) SrA John S. Randolph and TSgt Lenus W. Krebs (bottom row), and A1C Robert D. McCarty and A1C Edward M. Iken (top row).

91 SMW Civil Engineering Team: (L-R) Sgt William P. Lloyd and SSgt Richard P. Keeney.

91 SMW Munitions Team: (L-R) SSgt Douglas E. Fortune, A1C David E. Pryor and A1C Robert Papale.

---

321 SMW

Grand Forks

"Warriors of the North"

321 SMW Operations Team Crew S-167: 1Lt Ed Parks, left, DMCCC, and 1Lt Scott Goehring, right, MCCC.

321 SMW Security Police Team: (L-R, front row) Sgt Stephen Kenny, A1C Lee C. Kline, SSgt Henry O. Cole, A1C David P. Spaeth. (L-R, second row) SrA Curtis K. Ricker, Sgt Thomas M. Creel, A1C Eddie L. Washington, A1C Ross K. Bethard, SrA Eric A. Viss.

321 SMW Operations Team S-168: 1Lt Robert Clay, sitting, DMCCC, and Capt Randall Beem, standing, MCCC.

319 MMS Munitions Maintenance Team: Sgt Travis W. Hahn, left, SrA Richard B. Drake, center, and Amn Duane M. Myers.

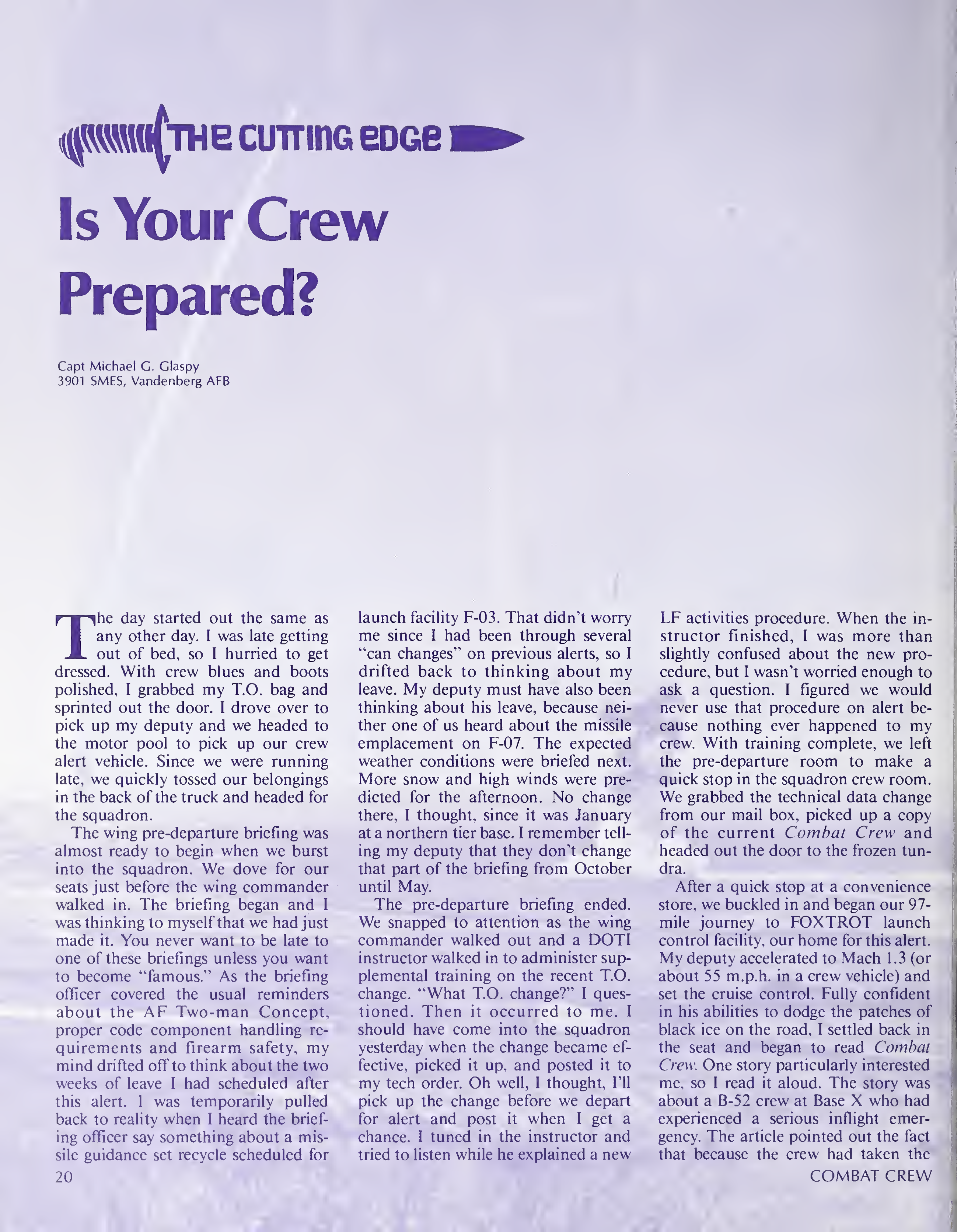
2152 ISS Information Systems Team: SSgt James W. Smith, left, and A1C Octavio Villanueva.

321 SMW Facility Maintenance Team: SrA Ronald E. Kinder, left, team member; SrA Michael E. Rice, center, team chief; and A1C William R. Ross, alternate team member.

321 SMW Pneudraulics Team: (L-R) SrA Aaron R. Campbell, alternate team member; SrA Robert J. Gant, team chief; and SrA Joseph J. Shrum, team member.

321 SMW Missile Handling Team: (L-R) Sgt Ricky T. Gaylor, Sgt Michael S. Peters, SSgt Bryan E. Breaky and Amn Michael D. Fish.

321 SMW Civil Engineering Team: SSgt Ira J. Beasely, left, and SrA Mark A. Kleinman.



THE CUTTING EDGE

Is Your Crew Prepared?

Capt Michael G. Glaspy
3901 SMES, Vandenberg AFB

The day started out the same as any other day. I was late getting out of bed, so I hurried to get dressed. With crew blues and boots polished, I grabbed my T.O. bag and sprinted out the door. I drove over to pick up my deputy and we headed to the motor pool to pick up our crew alert vehicle. Since we were running late, we quickly tossed our belongings in the back of the truck and headed for the squadron.

The wing pre-departure briefing was almost ready to begin when we burst into the squadron. We dove for our seats just before the wing commander walked in. The briefing began and I was thinking to myself that we had just made it. You never want to be late to one of these briefings unless you want to become "famous." As the briefing officer covered the usual reminders about the AF Two-man Concept, proper code component handling requirements and firearm safety, my mind drifted off to think about the two weeks of leave I had scheduled after this alert. I was temporarily pulled back to reality when I heard the briefing officer say something about a missile guidance set recycle scheduled for launch facility F-03. That didn't worry me since I had been through several "can changes" on previous alerts, so I drifted back to thinking about my leave. My deputy must have also been thinking about his leave, because neither one of us heard about the missile emplacement on F-07. The expected weather conditions were briefed next. More snow and high winds were predicted for the afternoon. No change there, I thought, since it was January at a northern tier base. I remember telling my deputy that they don't change that part of the briefing from October until May.

The pre-departure briefing ended. We snapped to attention as the wing commander walked out and a DOTI instructor walked in to administer supplemental training on the recent T.O. change. "What T.O. change?" I questioned. Then it occurred to me. I should have come into the squadron yesterday when the change became effective, picked it up, and posted it to my tech order. Oh well, I thought, I'll pick up the change before we depart for alert and post it when I get a chance. I tuned in the instructor and tried to listen while he explained a new LF activities procedure. When the instructor finished, I was more than slightly confused about the new procedure, but I wasn't worried enough to ask a question. I figured we would never use that procedure on alert because nothing ever happened to my crew. With training complete, we left the pre-departure room to make a quick stop in the squadron crew room. We grabbed the technical data change from our mail box, picked up a copy of the current *Combat Crew* and headed out the door to the frozen tundra.

After a quick stop at a convenience store, we buckled in and began our 97-mile journey to FOXTROT launch control facility, our home for this alert. My deputy accelerated to Mach 1.3 (or about 55 m.p.h. in a crew vehicle) and set the cruise control. Fully confident in his abilities to dodge the patches of black ice on the road, I settled back in the seat and began to read *Combat Crew*. One story particularly interested me, so I read it aloud. The story was about a B-52 crew at Base X who had experienced a serious inflight emergency. The article pointed out the fact that because the crew had taken the time before takeoff to discuss crew actions for possible contingencies, they were ready for the emergency when it occurred. As the story went "... because of prior preparation and superior airmanship, the crew was able to make an uneventful five engine, no flaps, maximum gross weight landing on a short, icy runway." My crew partner had to laugh. "If that's what they call uneventful," he said, "they would hate to see our alerts. Nothing ever happens to us."

We arrived at the LCF and were soon in the launch control center. We were surprised at how busy the crew on duty was, as they processed maintenance teams onto several LFs, including F-03 and F-07. When they had a break in the action, we completed changeover and let the old crew out of the LCC. As I shut the blast door, my busy deputy yelled out, "How come no one on base warned us about all these maintenance teams?"

Sitting down, I began to think about his question, but was quickly shaken from my daze when the phone line from F-07 began to flash. It was the maintenance team chief: "Sir, I just want to let you know; we've positioned the transporter erector (TE) and are going to begin raising it." My heart leaped! "A TE," I exclaimed, "Don't tell me you guys are installing a missile?" The veteran maintenance NCO answered, "Yes sir, weren't you told about us at pre-departure?" Before I could tell him he was the second person to ask me that question, the system printer began to spit out a multitude of prints. I had to hang up and help my now frazzled deputy dig out from all the status printouts.

A short time later, just as we were beginning to get a handle on the situation, the squadron command post (SCP) crew called to coordinate targeting verification requirements. The printer began to print the status of our missiles and we opened our documents to verify correct targets. Right in the middle of this procedure, our flight security controller called and told us that the winds had increased and were beginning to blow snow. This information didn't bother us since we were snug in our capsule 60 feet underground, so we pressed on with target verification. When we finished, we notified the SCP crew, who acknowledged by stating, "How lucky can you get. A brand new procedure and you get to use it the first day on alert." At first, I didn't know what they were talking about, but then it hit me. The T.O. change! My deputy and I grabbed our copies and began to read through the material, trying to find the procedure the SCP crew was referring to. My deputy found it first. The change to the LF activities checklist had added a note to notify maintenance personnel in the flight area of changes in weather. "So that's what DOTI was talking about this morning," I said. No big deal, we initially thought, but we began to call all the teams anyway. When we spoke to the team chief on F-07, the new material took on increased importance. When notified of the gusting winds, the team chief said, "Sir, according to our safety precautions, we must terminate our operation. Since the TE is slightly unstable when it's fully erected, the high winds might blow it around, causing damage to the missile. We'll lower the TE and wait for safer conditions. Thanks for the call."

My crew partner had to laugh. "If that's what they call uneventful," he said, "they would hate to see our alerts. Nothing ever happens to us."

"Damage to the missile," I gasped as my career flashed before my eyes, "that's what might have happened if we hadn't called." Of course, we wouldn't have called if the SCP hadn't prompted us into looking at the T.O. change. We were more than slightly shaken at the thought of our close call with disaster.

With the deteriorating weather conditions, the maintenance team quickly finished their tasks and departed for the base. As they departed, we had a chance to dig out from behind the power curve and analyze the chain of events that nearly led us to cause a missile mishap. The problem began when we didn't pick up the technical order change the day before our alert. Because of this fact, and since we were almost late this morning, we didn't have time to look at it prior to the predeparture briefing. Second, we weren't listening closely to the briefer, which caused us to miss important information that affected our alert.

The information presented at the pre-departure briefing was intended to inform us of current operations, so we would be prepared for our alert. Another problem we had was that we didn't digest the training presented by the instructor because we hadn't paid attention. We compounded this mistake by not asking questions to ensure we fully understood the new procedure.

Third, and equally significant, we missed the entire point of the story in *Combat Crew* about the B-52 crew. That crew had survived its emergency because it had talked through and decided on crew procedures before something happened. Not only hadn't we discussed how we would handle several maintenance teams at once, we discovered we hadn't decided on a crew procedure for many other possible contingencies. Since we became flustered processing the teams on our LF's, we wondered what we would do if we had to face an actual emergency in the LCC. It was now apparent to us that we needed to develop crew procedures for dealing with a variety of situations. We also learned that we had to begin developing these procedures immediately.

This busy alert had destroyed our mind set that nothing ever happened to our crew. The overall reliability of the missile weapon system had lulled us into a false sense of security that everything would always work correctly. We found this to be the root of our problem. Because we didn't expect anything to happen to us, we had become lackadaisical in our approach to missile crew duty. This attitude overshadowed everything we did; from not posting a T.O. change in a timely manner, to not paying attention at the predeparture briefing or during the training session. When our attitude was coupled with the events of this alert, the sum could have equaled an accident.

We now know why we could have caused a mishap and what we have to do to fix our problem. Not being prepared for alert duty had nearly cost us, the maintenance team, and the Air Force. We learned a lesson from our mistakes. The only question remaining is, if you are faced with a situation while on alert, **is your crew prepared?**

PROFESSIONAL PERFORMERS

Aircraft Maintenance

SSgt Randy K. Bell, 97 BMW, Blytheville AFB, is SAC's Maintenance Airman of the Month.

Assigned as a crew chief, Sgt Bell recently accompanied his aircraft for a European Tanker Task Force (ETTF) deployment. On one occasion, the aircraft returned from a mission with a malfunctioning boom. Even though away from his home station and unfamiliar with local procedures, Sgt Bell directed and assisted in the removal of the old boom and the installation of the new one. Through his efforts all maintenance was completed in a timely manner thereby insuring no lost sorties.

Sgt Bell's continuing dedication to quality maintenance procedures allowed the 97 AREFS to capture Best Tanker Unit and Best Tanker Crew awards during 8AF's BUSY LEADER exercises. Through his demand for excellence, his assigned aircraft compiled an excellent maintenance reliability record. As a result, it was selected as a primary Bomb Comp '85 aircraft. Soon after competition began, his aircraft became the number one aircraft. The time and effort expended by Sgt Bell allowed his aircraft to return to home station with only minor discrepancies. On its last Bomb Comp mission, it performed flawlessly, returning in Code One status. For his efforts throughout Bomb Comp '85, Sgt Bell was recognized by being selected as a representative crew chief to the Bomb Comp Symposium and awards ceremony.

Munitions Maintenance

SSgt James S. Lewis, 28 BMW, Ellsworth AFB, is SAC's Munitions Airman of the Month. Currently assigned as a standardization load crew team chief, Sgt Lewis' superior technical ability and job performance are clearly evident. Recently, he and his load crew were weapons load training when a NF-2 light cart caught fire. Sgt Lewis immediately initiated firefighting procedures and had the fire extinguished prior to the fire department's arrival. His quick action prevented the fire from spreading to the aircraft and training weapons. The light cart received minimal damage and was repaired and placed back in service. Sgt Lewis was awarded the Air Force Achievement Medal for his actions.

Sgt Lewis constantly strives for perfection in all tasks undertaken. For Bright Star 85, a SAC conventional firepower demonstration, he configured four aircraft with all required suspension equipment. His outstanding efforts insured that only fully mission capable aircraft were deployed and were a major factor in the unprecedented 100 percent weapons release, fin deployment, and detonation rates achieved.

Sgt Lewis was selected as team chief for the 28 BMW's entry in the 1985 SAC Combat Weapons Loading Competition. His efforts were rewarded when the competition team, through his leadership, won the award as "Best Wing in 15th Air Force."

Missile Maintenance

Sgt Debra K. Pellant, 90 SMW, F. E. Warren AFB, Wyoming, is SAC's Missile Maintenance Airman of the Month. She has distinguished herself by handily managing new training facility equipment in direct support of maintenance efforts. Her new schedules for walk-in training of missile technicians has dramatically increased the training effectiveness rate from 86.9 to 95 percent. She has written sound/slide programs which have ultimately been adopted commandwide for use. One such program was a presentation for the Minuteman Entry and Control System. The 3901 Strategic Missile Evaluation Squadron (SMES) has adopted it for fleetwide implementation. Her in-residence completion of the Maintenance Instructional Techniques Course has paid off and is reflected in her outstanding contributions. She has become one of SAC's finest.

Flying Crew

Maj Alan C. May, IP, Capt Stephen Jubinski Jr, FP, Maj Kenneth A. Parsons, N, TSgt Mark A Stiefel, FE, and MSgt Kerry F. Trunce, IPS, 55SRW, Offutt AFB, make up SAC's Flying Crew of the Month.

During a recent E-4 alert tour, the crew was tasked with a no-notice launch and flight to a designated East Coast location. On board were nearly 70 personnel, including a complete National Emergency Airborne Command Post (NEACP) battle staff and communications team as well as security police, maintenance and support personnel.

Approximately 15 minutes into the flight the aircraft was leveled at FL 250 and began its acceleration to a cruise Mach of 0.84. At this time a crackling sound came from the left side of the cockpit and the pilot's number three window began to delaminate. Maj May immediately began slowing the aircraft in an attempt to delay the delamination process. Suddenly, a loud bang sounded followed by a wind blast type noise.

Fearing that a rapid decompression was imminent, Maj May started bold face procedures for emergency descent. Meanwhile, Capt Jubinski donned his oxygen mask and informed ATC they were declaring an emergency and would be descending to 10,000 feet. With the aircraft established in a descent, Maj May directed Capt Jubinski to take control of the aircraft while he went on oxygen himself.

Simultaneous to the pilot's actions, the remainder of the flight crew responded to the situation. TSgt Stiefel activated the passenger oxygen system which deployed masks and activated warning signs throughout the airplane. Aware of the potential danger, MSgt Trunce donned a portable oxygen mask and proceeded to the battle staff and passenger areas, ensuring all crewmembers were properly hooked up to an oxygen source. Maj Parsons monitored the descent to ensure terrain clearance and began compiling a list of course/distance options to feasible alternate bases.

During the descent TSgt Stiefel glanced at the number three window and noted that while the outer two-inch layer had departed the window, a thin inner pane approximately three-fourths inch in thickness seemed intact. However, it was oscillating rapidly, producing a loud racket, and appeared ready to disintegrate.

He immediately began raising the cabin altitude in an attempt to reduce the outward pressure on the now weakened structure. This, combined with the rapid descent, minimized forces working to burst the thin window.

After completing all applicable checklist procedures it was determined that depressurized flight at 10,000 feet with a speed of 250 KIAS would minimize the chance of further damage to the window. An uneventful flight to Offutt AFB was then accomplished.

Quick and correct actions as well as superior crew coordination prevented this difficult situation from developing into a disasterous one. The professional performance of this crew was directly responsible for the safe recovery of 65 personnel as well as an invaluable national asset.

Missile Crew

Crew R-132, consisting of 1Lt Mark A. Watts, Sr., MCCC; 2Lt Tammy Tollefsbol, DMCCC; SrA Kervie D. Combass, MSAT; and SSgt Charles J. Erwin, MFT, 308 SMW, Little Rock AFB, is SAC's Missile Crew of the Month.

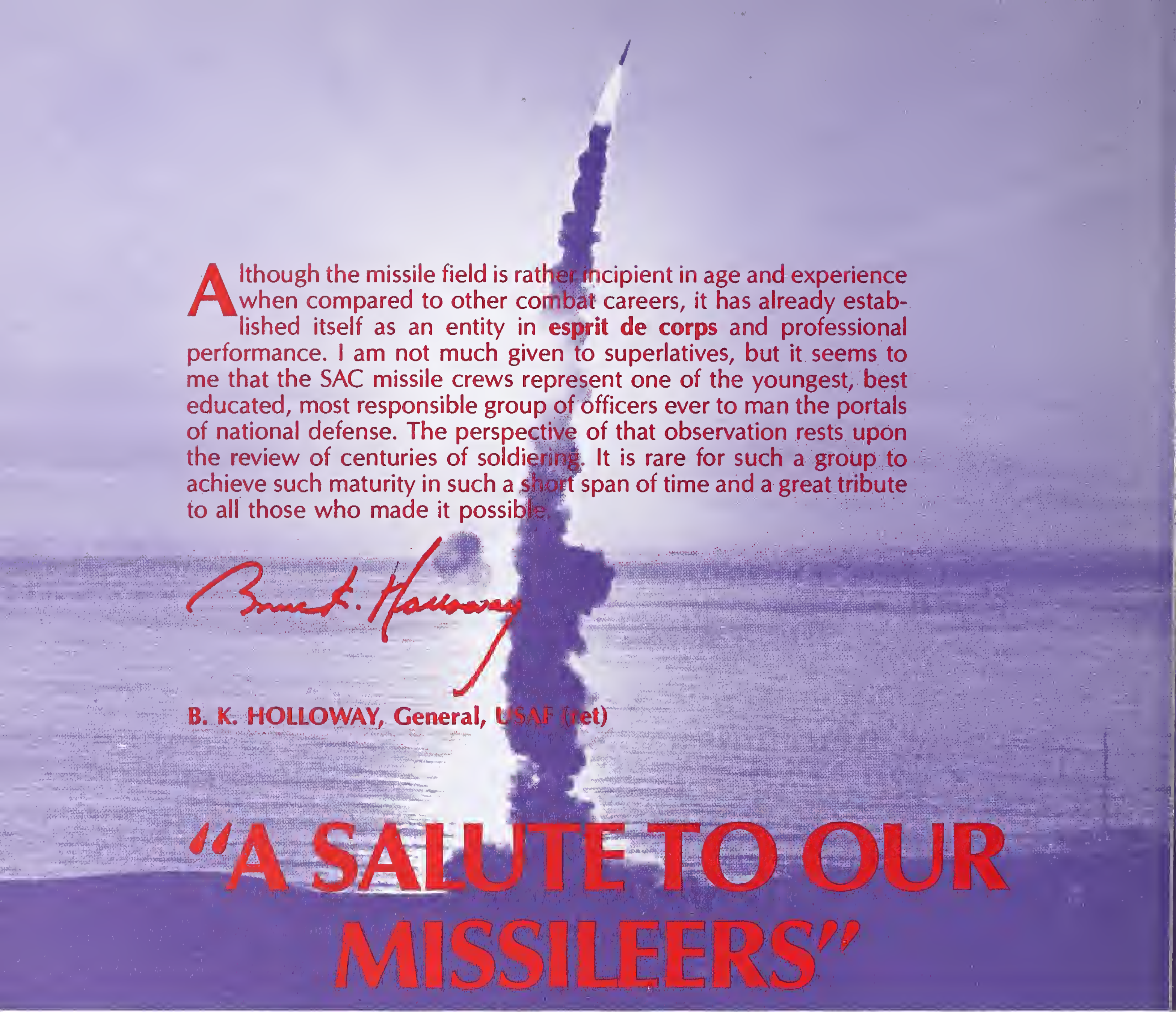
While on alert recently, crew R-132 demonstrated superior weapon system knowledge and sound professional judgment during potentially dangerous situations.

During a 25 hour missile engine oil change, crew R-132 performed malfunction analysis on the vapor sensing equipment, determined the correct end item and performed shutdown accordingly. After coordination with base support personnel the crew was able to return the vapor sensing equipment back to operational status. Minutes later the SAC Automated Command Control System malfunctioned which caused the loss of vital command link. The crew immediately established relay procedures for operational traffic, performed malfunction isolation and then acquired a priority dispatch of communications technicians to repair the system.

The ordnance team contacted the control center for permission to start the ordnance disconnect procedures. Knowing that the weather was marginal the crew halted all operations to obtain a weather update. At that very moment, a nearby lightning strike caused a loss of commercial power to the missile site. The crew promptly reacted to initiate a transfer to the standby diesel generator and restore power to the site. Crew R-132 maintained a constant weather vigil in order to resume maintenance activities so that the sortie could be returned to strategic alert as soon as possible. During this period the crew also dealt with a complete communications outage and a security system alarm.

Flying Crew

Missile Crew



Although the missile field is rather incipient in age and experience when compared to other combat careers, it has already established itself as an entity in **esprit de corps** and professional performance. I am not much given to superlatives, but it seems to me that the SAC missile crews represent one of the youngest, best educated, most responsible group of officers ever to man the portals of national defense. The perspective of that observation rests upon the review of centuries of soldiering. It is rare for such a group to achieve such maturity in such a short span of time and a great tribute to all those who made it possible.

Bruce K. Holloway

B. K. HOLLOWAY, General, USAF (ret)

"A SALUTE TO OUR MISSILEERS"

This article is based on a speech given by Brig Gen Crouch at a Minot AFB Dining-In last September. Gen Crouch is currently Director of Information Systems, U.S. Readiness Command, MacDill AFB. Ed.

Brig Gen James L. Crouch

Although I'm not currently directly involved with missiles, I still consider myself a missileer because of the some 17 years I spent in the business — and I can tell you they were years filled with challenge, opportunity, reward and enjoyment.

Each and everyone of us in the missile field shares a common bond. Certainly, we all wear the blue suit, but the bond I'm referring to goes beyond that and has to do with our profession of arms — the most important leg of our nuclear triad — land-based ICBM's. And it makes no difference if you're a missile crew member, maintenance officer, codes officer or munitions officer or whether you work in supply, transportation, security police or the CBPO. The common thread is that each of you has accepted the challenge to do your part in helping to keep this deterrent force on alert and ready to accomplish its mission. The fact that we have never been called upon to execute this mission is unmistakable confirmation of both the wisdom of our strategy and the dedication of the men and women who carry it out. There are three things you must never doubt: 1) our potential adversary is well aware that you are on alert; 2) the world knows your capabilities and your firm resolve to carry out your responsibilities if necessary; and 3) this nation and the other free nations of the world hold you in trust and esteem.

If you'll permit me now to ramble a bit about the "good old days," I think you may get a better perspective on how far we've come in the last two decades. I hope it also gives you an appreciation for the new, changing and dynamic nature of today's missile career field.

When I first came into the career field, it was pretty predictable. We had six missile wings that we could go to — and "southern tier" was Missouri. A lot of people would go to Vandenberg, and if you were really lucky (and good) you made it to Headquarters SAC. Then you would repeat the cycle again in the same number of locations in the same limited number of jobs. Officers would spend entire careers without leaving SAC and the term "SACemcised" was in vogue. Our senior missile officers and commanders were all from the flying side of the house, and although they were in most cases very talented officers, we were always told that the missile career field had not been around long enough to "grow its own." OER's were okay in those days and promotions through Lt Colonel were competitive and comparable to the rest of the Air Force. However, there always seemed to be an artificial barrier to how far a missileer could go. The career field was heavily populated by officers "just passing through" from other specialties, and the image of the business was decidedly transient. The "career missile officer" was a rare breed indeed. Missile operators were pulling their alerts in Montana and maintenance officers were dragging their theodolites across North Dakota, in most cases not supervising anyone, their officer skills going undeveloped and largely untested. Our mission then was no less important than now, but our reputation throughout the Air Force was, quite frankly, not as high as it should have been.

"I wish I had a dollar for every officer I've talked to who left the missile business and later wanted back in."

Times have most certainly changed. Today's missileer is on the threshold of some of the most exciting, challenging and important developments to come along in years and the career field has never been in better shape. While the Minuteman basic mission hasn't changed much over the years, its complexity has grown significantly and our equipment has improved drastically. While this increased complexity creates additional challenges for you in your day-to-day job, it also places your skills in much higher demand throughout the Air Force. This, in turn, gives you career opportunities and geographical diversity that was unheard of for early missileers. While we are not on the verge of moving Minot to Palm Springs, California, it is true that the background you are building is much sought after in more Air Force organizations today than ever before. New missile missions, which I will touch on later, will expand your personal and professional horizons even further. Today's missile maintenance officer has turned in his theodolite for an officer's leadership job and can now hone those vital skills that are essential to advancement in grade and responsibility.

Today senior missile leaders and commanders are usually career missile officers. Yes, we have come of age and are "growing our own." Wing commanders, DO's, MB's, and squadron commanders have "sat where you sit" and better understand the rigors of your duties than their counterparts of the past. The missile business is far less transient today than ever before. Few of our senior officers are just "passing through" and the concept of the career missileer is becoming a reality. Now this may not come as good news for those of you wishing to leave missiles, but the needs of the Air Force more and more will require your continued service in this career field. And you may not believe this, but it's true — I wish I had a dollar for every officer I've talked to who left the missile business and later wanted back in or who came to missiles kicking and screaming only to find out that it was the best move he could ever have made. There is no doubt in my mind that I would not be addressing you as a non rated general officer, were it not for the opportunities afforded to me by my association with the missile career field.

While promotions are based on individual performance and potential, I can tell you that missiles have come into their own in that area too. I frequently am called upon to sit on selection boards and I can tell you that your supervisors are doing a better job than ever in describing the importance of your duties and the scope of your accomplishments. And this is being reflected in selection percentages to any grade. For example, on a recent Major's Board when the Air Force-wide rate was 70%, the missile operations selection rate was 84% and maintenance was 81%. Some other highlights in recent years — in 1983 missile maintenance literally "blew the socks off" of almost all career fields with 90% to Major (vs 77% Air Force wide), 85% to Lt Colonel (vs 60% Air Force wide), and 73% to Colonel (vs 40%). While missile operations, because of its large size, tends to stay closer to the Air Force averages, we are seeing more and more early promotions and intermediate and senior service school selections. Nine missileers made Major early in 1984 and another five got the nod this year. The bottom line is this — missileers don't take a back seat to anyone when it comes to promotions.

An element inherent in our career field that is out of reach of most non rated officers is command. Very few other non rated officers, regardless of their talent, can aspire to command an operational squadron or wing but that goal is within the reach of every missileer with a pocket rocket. Whether you are commanding a combat crew, a flight, a squadron or a wing, command is what each and every one of us should aspire to. The Air Force is full of supervisors and managers but only a few career fields can offer the challenge, responsibility and fulfillment of command. I look back on my days as a squadron and wing commander and as hectic as they were, I would not trade them for any other job in the Air Force.

Beyond the traditional jobs that missileers have aspired to, today's missile officer is working in many unique and highly visible positions throughout the Department of Defense. A major who began his missile career at Minot in 1970 works today for the Under Secretary of the Air Force for International Negotiations. Within the JCS, there is a young Lt Colonel whose job is to coordinate with the Office of the President. This officer regularly briefs the President, Vice President and Secretary of Defense. We have missileers working in the Office of the Secretary of Defense, Central Intelligence Agency, Arms Control and Disarmament Agency, National Security Agency and a host of other high level Washington agencies. Just last year, a call went out for five captains to interview for a new organization to work command and control issues. All services nominated people and today two Air Force missileers are working in the White House — one from Grand Forks and one from Ellsworth. I would challenge anyone who said there exists only limited horizons for missileers.

I mentioned earlier the challenges of new systems and it is here where the fabric of the missile business is changing most dramatically. The ground launched cruise missile has pushed our missile borders to overseas for the first time in almost 20 years. As you read these words, missileers are on alert not only in the Dakotas, Wyoming and Montana but also in Comiso, Italy; Florennes, Belgium; and Greenham Common, England. They are working side by side with tactical fighter units in USAFE, SHAPE and European command — and they are doing well. This whole overseas tactical mission creates a new dimension for missileers. True, we now must take our turn in unaccompanied locations and meet the challenges and rewards of living in a foreign country, but the opportunities to expand our personal and professional growth can't help but be a positive force.

The Peacekeeper system provides us with our first significant strategic missile modernization in a long time and again creates a new series of challenges and opportunities at all levels of command.

The work being done on a new generation of mobile ICBM's is equally exciting and may prove to be the common link between the mixed strategic experience you now have and the mobile tactical skills being developed by your GLCM counterparts.

The recent decision to open up Minuteman crew duty to females is another indication of the changing nature of our business. And in fact the 91st SMW at Minot AFB can be proud to claim the first female Minuteman squadron operations officer in the history of the career field — (Lt Colonel Sylvia Pratt).

Before you accuse me of being a recruiter for AFMPC, let me leave you with one final thought. There is no career field in the Air Force today that has as immense a responsibility as the burden you carry every day. Sometimes, in the middle of a night shift, in the cold of winter, it's hard to see the significance of it all — I know; I've been there. But be assured, you are vitally important and you don't need someone else to tell you that. You know it yourselves in the pride you have of what you do and the contributions you make.

As I said before — I'm an old missile guy and when I think of the job you are doing and the opportunities that your futures hold, **I personally envy you and I professionally salute you.**

SAC SAFETY SCREEN

44 SMW, Ellsworth Crew R-031: MCCC Capt Fred W Haukaas, DMCCC 2Lt George Garcia

44 SMW, Ellsworth Crew R-082: MCCC 1Lt David Wilson, DMCCC 2Lt Allen Horbach

341 SMW, Malmstrom Crew R-193/R-166: MCCC 1Lt Rives M Duncan, DMCCC Capt Ricardo A Ferris

341 SMW, Malmstrom Crew R-183: MCCC 1Lt Phillip P Doucet, DMCCC 2Lt Steven W Johnson

321 SMW, Grand Forks Crew E-093: MCCC 1Lt Michael D Roebuck, DMCCC 2Lt Jeffrey H Buck

351 SMW, Whiteman Crew S-173: MCCC Capt Louis R Darden, DMCCC 1Lt Jack J Licata

308 SMW, Little Rock Crew E-140: MCCC Capt Joseph A Thibault, DMCCC 1Lt William J Callahan, MSAT SrA Steven E Coulson, MFT SrA Jeffrey T Johnson

381 SMW, McConnell Crew E-095: MCCC 1Lt Forrest D Burgess, DMCCC 1Lt Scott D Nelson, MSAT SSgt Robert D Williams, MFT A1C Joseph L Hall

321 SMW, Grand Forks Crew S-030: MCCC Capt Arthur W Horton, DMCCC 1Lt Luis Ramirez-Torres

341 SMW, Malmstrom Crew S-225: MCCC 1Lt Richard H Vernet, DMCCC 1Lt Mark K Wood

341 SMW, Malmstrom Crew R-051: MCCC 1Lt Joseph D Cottingham, DMCCC 2Lt Perry J Adams

44 SMW, Ellsworth Crew R-171: MCCC Capt David T Cheatham, DMCCC 2Lt Joseph W D'Orio

90 SMW, F E Warren Crew E-131: MCCC Capt Kurt T Mickus, DMCCC 2Lt Ralph F. Borseth

44 SMW, Ellsworth Crew R-192: MCCC 1Lt Mark E Hodge, DMCCC 1Lt Marshall Covington

321 SMW, Grand Forks Crew R-141: MCCC 1Lt Manuel Padilla, DMCCC 1Lt Michael W Miller

351 SMW, Whiteman Crew E-074: MCCC 1Lt Emory D Kale, DMCCC 2Lt John A Garner

381 SMW, McConnell Crew E-041: MCCC Capt Andrew L Fowler, DMCCC 1Lt Terry A Kinard, MSAT SrA Eric D Watjen, MFT Sgt Virgil Shafer

381 SMW, McConnell Crew E-097: MCCC Capt James W McLaurin, DMCCC 1Lt Larry Montalvo, MSAT SrA David G Wahla, MFT SrA Jack L Chamblin

308 SMW, Little Rock Crew R-042: MCCC 1Lt Willie L Barnett, DMCCC Capt Kenneth M Smalls, MSAT TSgt Bruce E Sullivan, MFT SrA Sandra Yates

The SAC Safety Screen is an honor roll of SAC's most professional crews. To gain listing on the Screen, crew members must be nominated by their unit commanders and meet high selection criteria of experience in their aircraft or missile system *IAW AFR 127-2/SS1.*

UNIVERSITY OF FLORIDA
3 1262 09683 5862

HALL OF FAME

OVER THIRTY YEARS

170 AREFG, McGuire (NJANG)	Feb. '56

OVER TWENTY-EIGHT YEARS

171 AREFW, Greater Pittsburgh (PAANG)	Mar. '58

OVER TWENTY-SEVEN YEARS

157 AREFG, Pease (NHANG)	Jun '58

OVER TWENTY-SIX YEARS

940 AREFG, Mather (USAFR)	May '59

OVER TWENTY-FIVE YEARS

151 AREFG, Salt Lake City (UTANG)	Feb. '61

OVER TWENTY-FOUR YEARS

134 AREFG, McGhee Tyson (TNANG)	Aug. '61
11 SG, Fairford	Feb '62

OVER TWENTY-THREE YEARS

340 AREFG, Altus	Jun '62
96 BMW, Dyess	Aug. '62

OVER TWENTY-ONE YEARS

160 AREFG, Rickenbacker (OHANG)	Dec. '64

OVER TWENTY YEARS

320 BMW, Mather	Jul '65

OVER NINETEEN YEARS

452 AREFW, March (USAFR)	Sept '66

OVER EIGHTEEN YEARS

55 SRW, Offutt	Jul '67
2 BMW, Barksdale	Aug '67

OVER SEVENTEEN YEARS

5 BMW, Minot	Feb. '69

OVER SIXTEEN YEARS

141 AREFW, Fairchild (WAANG)	Oct '69

OVER FIFTEEN YEARS

28 BMW, Ellsworth	May '70

OVER FOURTEEN YEARS

101 AREFW, Bangor (MEANG)	Mar '72
306 SW, Mildenhall	Apr '72

OVER THIRTEEN YEARS

416 BMW, Griffiss	May '72
305 AREFW, Grissom	Aug '72
379 BMW, Wurtsmith	Apr '73

OVER TWELVE YEARS

931 AREFG, Grissom (USAFR)	Feb '74
384 AREFW, McConnell	Mar '74

OVER ELEVEN YEARS

189 AREFG, Little Rock (ARANG)	May '74
43 SW, Andersen	Dec '74

OVER TEN YEARS

68 AREFG, Seymour Johnson	Sep '75

OVER NINE YEARS

410 BMW, K.I. Sawyer	Apr '77
190 AREFG, Forbes (KSANG)	Apr '77

OVER EIGHT YEARS

128 AREFG, Milwaukee (WIANG)	Jul '77

OVER SIX YEARS

376 SW, Kadena	Aug '79

OVER FIVE YEARS

7 BMW, Carswell	Jul '80
319 BMW, Grand Forks	Sept '80
380 BMW, Plattsburgh	Oct '80
97 BMW, Blytheville	Jan '81

OVER FOUR YEARS

22 AREFW, March	Oct '81

ICBM

OVER TWENTY-ONE YEARS

1 STRAD, Vandenberg	Sept '64

OVER THIRTEEN YEARS

321 SMW, Grand Forks	Aug '72

OVER ELEVEN YEARS

351 SMW, Whiteman	Oct '74
91 SMW, Minot	Nov '74

OVER SEVEN YEARS

381 SMW, McConnell	Aug '78
44 SMW, Ellsworth	Nov '78

OVER SIX YEARS

90 SMW, F.E. Warren	Dec '79

OVER FIVE YEARS

308 SMW, Little Rock	Sept '80

To gain listing in the Hall of Fame, a SAC or ARF unit must be Class A mishap-free for 48 months.